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Redevelopment Board report

Report of the Arlington Redevelopment Board to the 2003 Annual Town Meeting

Below, the Board lists the warrant articles on which it is required to issue a recommendation. Each article is briefly explained and is followed by the Board's vote. The Board's vote was unanimous on each one of its recommendations. Town Meeting members should take particular note that the recommendation of the Redevelopment Board, not the original warrant article, is the motion that will be considered by the Town Meeting. A vote of "no action" means that the Town Meeting will be asked to vote that no action be taken on the proposed warrant article. Sometimes the recommended vote shown in this report differs slightly from the warrant article. This occurs when errors are discovered or testimony at the public hearing convinces the Board that a change should be made. In such cases, the changes must not differ from the original to the extent that the scope of the warrant article is changed. When there is question about the scope, the Town Moderator will make the judgment. Any changes to an article are noted in the votes shown below.

The Arlington Redevelopment Board held a public hearing on March 10, 2003. Most of the discussion at the hearing concerned the bicycle parking article (Article 4). The revisions to the language of that article shown below reflect the testimony received at the hearing.

In all illustrations of the amended bylaw sections below, highlighted text indicates additions and struck through text indicates deletions. **[NOTE: Yellow highlighted text background in the paper version of the report can not be copied in the Web version. Where yellow background highlighting occurs in the paper version, it will be signified here this way: <highlight> ... </highlight>.]**

ARTICLE 4 ZONING BYLAW, AMENDMENT/OFF STREET PARKING AND LOADING REGULATIONS

This article was submitted by the Redevelopment Board at the request of the Arlington Bicycle Advisory Committee. The article is intended to promote the provision of bicycle parking spaces at projects which come before the Board for Environmental Design Review. The proposed standards are related to motor vehicle parking requirements and contain flexibility to allow a special permit to adapt the requirement to a specific project. It is felt that the provision of safe and secure bicycle parking will encourage bicycle use as alternative transportation means, further promoting the purposes of Article 1.03 of the Zoning Bylaw.

There are significant language changes and reorganization in the recommended article which were made in response to comment at the public hearing on the zoning articles. The substantive changes reduce the sites at which the new standards apply. Bicycle parking requirements will apply only in developments subject to Environmental Design Review, and certain specific uses are exempted from the requirement to provide bicycle parking.

VOTED:

That the Town vote to amend the Zoning Bylaw in Article 8, Off-Street Parking and Loading Regulations, by adding a new section as follows:

Section 8.13 – Bicycle Parking

The intent of this section is to provide standards for orderly and safe bicycle parking.

~~a. Bicycle parking spaces shall be provided where the following development occurs:~~

- ~~1. non-residential construction or reconstruction at a site abutting the Minuteman Bikeway; or~~
- ~~2. all non-residential construction which results in a new principal or accessory building; or~~
- ~~3. the enlargement of an existing non-residential structure; or~~
- ~~4. where residential construction exceeds 10 dwelling units.~~

<highlight> Bicycle parking spaces shall be provided for any development subject to Environmental Design Review (Section 11.06). The bicycle parking requirement will be determined based on the number of motor vehicle parking spaces which have been permitted by the special permit granting authority; if fewer than 8 motor vehicle parking spaces are provided by special permit, bicycle parking will not be required.</highlight>

~~b.<highlight>a.</highlight> When bicycle parking is required, there will be one bicycle parking space per fifteen motor vehicle spaces for the full amount that would otherwise be required for such use as listed <highlight>as required</highlight> in Section 8.01- Off-Street Parking Requirements,<highlight>. The computed number of bicycle spaces shall be</highlight> rounded up to the nearest whole number of bicycle spaces. <highlight>Bicycle parking spaces shall be provided in addition to motor vehicle parking spaces.</highlight>~~

~~a.<highlight>b.</highlight> When bicycle parking is required, there will be a minimum of 2 spaces provided; not more than 20 spaces will be required at a single site.~~

~~c. A bicycle rack, or bicycle storage fixture or structure should be able to<highlight> shall</highlight> accommodate a bicycle 6 feet in length and 2 feet in width. Bicycle racks or storage fixtures must be secured against theft by attachment to a permanent wall or base surface. <highlight>Bicycle racks or storage structures shall be installed in a manner that will not obstruct pedestrian or motor vehicle traffic.</highlight>~~

~~d. To the extent feasible, bicycle parking shall be separated from motor vehicle parking to minimize the possibility of bicycle or auto damage. Where appropriate, areas or space for bicycle parking should have a sign for that purpose.~~

~~e. Bicycle parking apparatus shall be installed in a manner that will not obstruct pedestrian or motor vehicle traffic. <highlight>The following uses (“use” numbers in parentheses refer to Section 5.04 - Table of Use Regulations) are exempt from bicycle parking requirements: places of worship (2.05), cemetery (2.09), funeral home (6.10), automotive repair shop (6.03, 7.06, 7.07), car wash (6.04), gas station (6.05).</highlight>~~

The requirements of this section may be modified by special permit where there is a finding by the special permit granting authority that, for the use and location, a modification would be in the best interest of the Town.

AMENDED BYLAW SECTION

NOTE: the language below shows a clean copy of the bylaw change as voted above.

Section 8.13 – Bicycle Parking

The intent of this section is to provide standards for orderly and safe bicycle parking.

Bicycle parking spaces shall be provided for any development subject to Environmental Design Review (Section 11.06). The bicycle parking requirement shall be determined based on the number of motor vehicle parking spaces which have been permitted by the special permit granting authority; if fewer than 8 motor vehicle parking spaces are provided by special permit, bicycle parking will not be required.

a. When bicycle parking is required, there will be one bicycle parking space per fifteen motor vehicle spaces, as required in Section 8.01- Off-Street Parking Requirements. The computed number of bicycle parking spaces will be rounded up to the nearest whole number of bicycle spaces. Bicycle parking spaces shall be provided in addition to motor vehicle parking spaces.

b. When bicycle parking is required, there will be a minimum of 2 spaces provided; not more than 20 bicycle

spaces will be required at a single site.

- c. A bicycle rack, or bicycle storage fixture or structure shall accommodate a bicycle 6 feet in length and 2 feet in width. Bicycle racks or storage fixtures must be secured against theft by attachment to a permanent surface. Bicycle parking apparatus shall be installed in a manner that will not obstruct pedestrian or motor vehicle traffic.
- d. To the extent feasible, bicycle parking shall be separated from motor vehicle parking to minimize the possibility of bicycle or auto damage.
- e. The following uses ("use" numbers in parentheses refer to Section 5.04 - Table of Use Regulations) are exempt from bicycle parking requirements: places of worship (2.05), cemetery (2.09), funeral home (6.10), automotive repair shop (6.03, 7.06, 7.07), car wash (6.04), gas station (6.05).

The requirements of this section may be modified by special permit where there is a finding by the special permit granting authority that, for the use and location, a modification is appropriate and in the best interest of the Town.

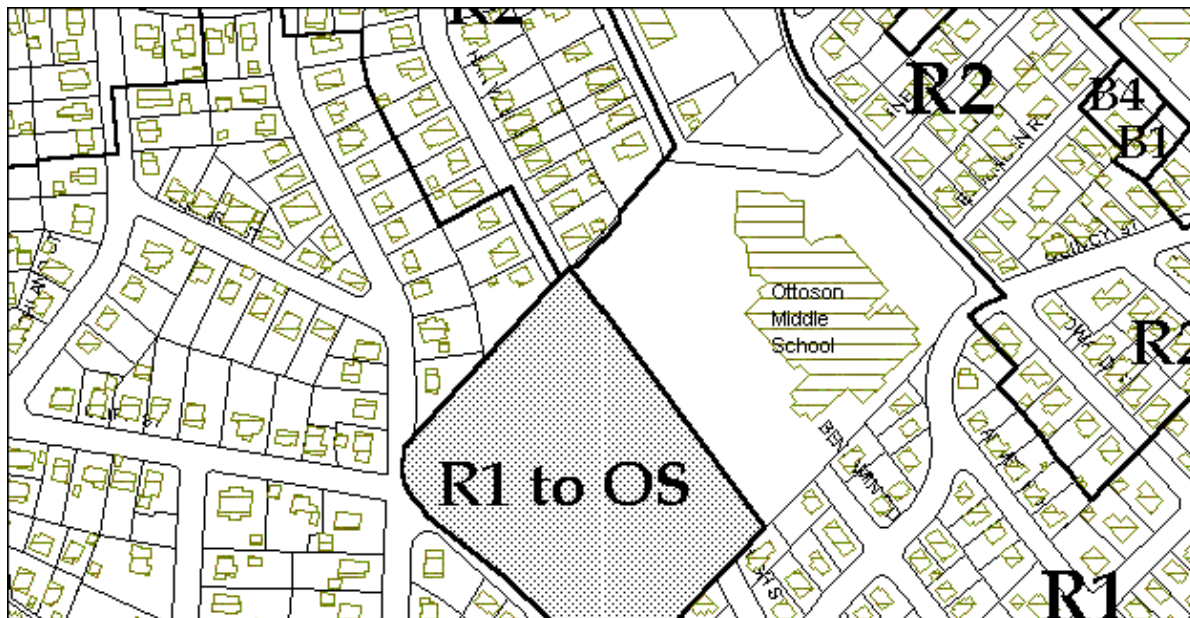
ARTICLE 5 ZONING BYLAW, AMENDMENT / CRUSHER LOT

This article was submitted by the Redevelopment Board to include this Town owned park property in the Open Space zoning district. This property was overlooked when all other Town open space properties were placed in the Open Space district at last year's Town Meeting.

VOTED:

That the Town vote to amend the Zoning Bylaw by amending the Zoning Map by changing the zoning at public land on Gray Street map/block/parcel # location 163- 2- 1B, known as the Crusher Lot, from R1 to OS.

AMENDED BYLAW SECTION





ARTICLE 6 ZONING BYLAW, AMENDMENT / SUMMER STREET

This article was submitted by ten registered voters and proposes to change the zoning of property on Summer Street from Industrial to Business 2A to better reflect its actual use. The property, just west of Mill Street currently contains the White Hen Pantry (which has just changed to JK Variety) and the NAPA Auto Parts Store. The property and adjoining property across the railroad tracks was zoned industrial in 1975 to reflect the traditional uses of the properties despite that fact that other commercial uses (including the White hen Pantry) had become more prevalent. In 1995, in response to development pressures, the ARB studied the zoning of the Brigham’s, Shattucks Hardware, 22 Mill St., Holovak & Coughlin, and B&R Motors properties and recommended their change to the B2 zoning district. The Town Meeting made the change by a vote of 164 to 20. Shortly thereafter, the Arlington Business Community Study identified the area as suitable for large retail development. The study recommended the establishment of the B2A zoning district and in 1997, Town Meeting placed the area in the B2A district. At this time also, the O’Donoghue Insurance Agency, Inc. property was changed from B4 to B2A to prevent certain automotive uses that were no longer considered appropriate in that location.

The subject property continued to be used for retail with a small industrial use (fire extinguisher recharging). The retail uses are pre-existing nonconforming uses. When White Hen Pantry’s lease became due and it was not certain that they would continue to lease the property, the owner of the land became concerned that a new retail use would not be allowed. The Planning Department suggested that the zoning be changed to reflect the actual and desirable use of the property. As it adjoins the B2A district, it can be changed to B2A.

The property is a long and narrow triangle nearly 700 feet long tapering from 65 feet in width down to a point. Its size and shape limit its development possibilities. Residential use is allowed in the B2A district, but the required setbacks for residential structures makes such use uneconomical. Summer Street is a busy street which makes such a narrow lot unsuitable for industrial uses. Its location near the center of town and near residences also makes industrial uses which could locate there undesirable. The area of Arlington which once was home to industrial uses such as a paint factory and an insecticide manufacturer is now much more suitable for retail and other commercial use.

VOTED:

That the Town vote to amend the Zoning Bylaw by amending the Zoning Map by changing the zoning at 94, 104, and 108 Summer Street, Block Plan 52 Block C, Parcels 1, 2, and 3A from Industrial I to Business 2A.

AMENDED BYLAW SECTION

